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	The Magdeburg Railroad Distrits emergency coal reserve b	y 1,400 tons to a tota	l of	
	22,000 tons; the Erfurt Rai will raise this reserve to 2	1,000 tons; the perti	nent re-	*
	serve of the Greifsweld Rail fixed at 14,600 tons. The R	Reilroad District Admin	istrations	
	of Berlin, Halle, and Schwer emergency coal reserve stock	in will be allowed to	lower the ir	
	tons respectively, The Fres	idents of the Railroad	Districts	
	Administrations will guarant are not drawn upon without a	es that these emergence special permit by the	Director	
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Reilroad District Administration of Magdeburg: 60,000 tons
Reilroad District Administration of Erfurt: 55,000 tons
Reilroad District Administration of Creifswald: 30,000 tons
Reilroad District Administration of Berlin: 65,000 tons
Reilroad District Administration of Halle: 60,000 tons
Reilroad District Administration of Schwerin: 35,000 tons
Reilroad District Administration of Dresden: 65,000 tons
Reilroad District Administration of Cottbus: 30,000 tons

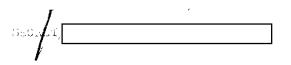
Total:400,000 tons

These reserve stockpiles were accumulated by October 1949 and maintained until December.

The very mild winter made possible a suspension of the current coal deliveries and by this measure the critical rail traffic situation was eased. The emergency coal reserves were orawn upon so that by 7 February 1950 these had dwindled to 176,028 tons. In some railroad districts such as Lagdeburg, Erfurt, and Greifswald, difficulties arose, relative to the availability of locomotives due to a shortage of coal. This situation caused the issuance of the above teletype which decreed increased coal deliveries to the railroad districts concerned.

The daily consumption of coal in the combined eight railroad districts is between 20,000 and 21,000 tons. The present stockpiles thus represent a seven-day, whereas a 14-day to 20-day supply is normally required for smooth railroad operations.

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